

San Bernardino Associated Governments	<b>Ordinance No.</b>	<b>89-1</b> Mountain-Desert Area Expenditure Plan
Adopted by the San Bernardino County Transportation Authority August 2, 1989	<b>Revised</b>	<b>New</b> 8/2/89
<b>Schedule E</b> <b>Mountain-Desert Area Expenditure Plan</b>	<b>Revision No.</b>	<b>0</b>

In that area described as the Mountain-Desert Area, the following requirements shall apply:

1. The Mountain-Desert area will include the following subareas: the Victor Valley; Barstow and the North Desert; Needles and the East Desert; the Morongo Valley; and the Mountains (excluding Wrightwood, which shall be part of the Victor Valley).
2. Sales tax revenues generated from the Mountain-Desert Area will be returned to that area, decisions on how revenues are to be allocated will be made by local representatives.
3. Revenues will be accounted for separately for each sub-area, and then allocated within each based upon population (50 percent) and sales tax generation (50 percent). Population calculations shall be based upon the most current Department of Finance estimates. Estimates of unincorporated population shall be determined by the County Planning Department, reconciled with Department of Finance estimates. Tax generation calculations shall be furnished by the Board of Equalization.
4. An equivalent percentage amount of projected state and federal funds shall be reserved for use solely within said area.
5. Within the Mountain-Desert Area, 65 percent of these revenues will be allocated to arterials and regional needs, including state highways; 30 percent will be allocated to local needs; and 5 percent will be allocated for elderly, and handicapped transportation services and fare reductions. If the full 65 percent is not needed regionally, the balance may be added to the local portion.
6. In order to ensure consistency, sub-area representatives will agree to a regional road network, on which those funds slated for arterial improvements may be used by each jurisdiction as deemed appropriate; funds for local improvements will be controlled by each local jurisdiction, as will the local share of transit funds.
7. Sales tax revenues for the mountain-desert region over a twenty year period are estimated to be \$328 million. An additional \$70 million in State Transportation Improvement Program (STIP) funds are projected for the area over this period, for an estimated total Mountain-Desert Area revenue of \$398 million for road improvements
8. Each jurisdiction within the program will adopt a revolving five-year capital improvement program for roads, and a 20-year transportation plan, which will be consistent with other local and regional plans. Sales tax funds will not be used to replace existing road funding programs, or to replace requirements for new development to provide for its own road needs. Under the program, funding priorities should be given to addressing current road needs, easing congestion, and improving public safety.

9. A Mountain-Desert committee of the Authority shall be formed for the purpose of initial organization and project planning under this provision, and shall continue in existence to oversee its execution. At such time as all cities within said area, and the Board of Supervisors with respect to the unincorporated portion of said area, may at their discretion form a joint powers agency for this purpose, it shall enter into an MOU with the Authority and shall then assume the Committee's function.

### Explanation of Mountain-Desert Program

#### Column

1.	a. Department of Finance (DOF) figures are used. For new cities, initial 3 times voter registration used until first DOF. DOF will furnish annual calculations per subarea, including unincorporated and military populations. b. George Air Force Base distributed proportionately among each entity in Victor Valley. Marine Combat Center population to be added to City of Twentynine Palms; Barstow area county funds to be spent 50% in immediate Barstow area of North Barstow and Lenwood, including participation in First Street bridge replacement.
3.	Annual figures will be provided by Board of Equalization.
7.	Transit funds may be pooled into existing joint systems in each subarea.
9.	a. Common network of major arterials, including state highways and freeways, to be developed in each subarea. Spending then directed to this network. b. If funds in any subarea may from time to time not be needed for arterial program, may be used for local.
10.	a. Applies to final 16 years (first 4 are already in current STIP). b. May be used only on state highways and freeways. Subject to STIP process. c. May be pooled and traded for arterial funds within and between subareas, in order to make efficient use of STIP funds.

#### REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the San Bernardino County Transportation Authority	08/02/89